

What is to be Done with the Crowd who Intend to Visit the Great Industrial Exhibition of 1851—How are they to be Fed?

The interests of the Royal Geographical Society in London were on Monday evening last, the 16th ult., again crowded with an audience eager to listen to the discussion on Captain Fitzroy's interesting paper on the Isthmus of Central America. The Hon. Mr. Gladstone and the Hon. Abbott Lawrence, and Chevalier Busson, were elected Fellows of the Society, and his Royal Highness Prince Carl Ludwig Eugène, of Sweden and Norway, was elected an honorary member.

Lieutenant-Colonel Lloyd believed that Captain Fitzroy had disposed of the Tehuantepec and Nicaguas lines, and he for one could say nothing in their favor.

The interests of this country were, however, strongly and naturally directed towards the Panama line, and opposed to those of the United States of America, whose policy is to prohibit the direct communication with California. He disagreed from the author of the paper in his statement respecting the want of water at Panama, as in the last admiralty survey, which he held in his hands, at a mile and a half's distance from the very gates of the city he found there were four fathoms of water, at one mile's distance three fathoms, and two fathoms within three quarters of a mile. Besides this, there were secure places of anchorage for ships of lading given in Havana for New York.

Ataboga particularly there were eight to ten fathoms. "We have," said he, "the advantage of a tide ebbing and flowing twenty-two feet or more, where could a better site be chosen for a great canal?" His friend (Captain Fitzroy), who was not the man to be frightened at the imaginary dangers of Navy Bay or the bay of Manzanilla, during his circumnavigation of the globe, was not wont to be as fasicious in the choice of a port as now, when examining at the same time the wants of the world.

The steamship *COLUMBIA* will probably be the first to sail from Panama to San Francisco, but it will be some time before she can be relied upon for the transportation of freight and passengers.

Now, as regards the spectacle itself, all classes are invited, and all will attend; for there will be no lack of attractions to be seen, so there will be some of every sort to behold. There will be the noble, the learned, the scientific, the fastidious, the gay, the ignorant, the hungry, and the desperate. There will be men of rank, men of letters, men of fashion, men of pleasure, and men of every school that exists in the civilized world. As to the audience, then, there can be no doubt. London will be a great theatre, and there is every probability of its being filled up to the last gasp, and galleries full all. Unless something very unforeseen should occur, we really do not expect that ours will be the case of the king who made a greater supper and was disappointed of his guests. The shortcoming, if any, will be on our part, and should there be any failure, it will be most conspicuous and disgraceful.

Now, there are many points in which it may be done with success, and everything has been done that could be done. The building is well finished, and is the largest ever reared by human hands. The contents are promised, and bid fair to be worthy of the occasion. The internal arrangements appear to be in the best possible hands, and, even though that transpires shows vigilance and sagacity. So far as regards the spectacle itself, and all that can be accomplished within the walls of Hyde Park, we have every pledge of success. Our fears are, that the building will be too large, and the vast multitude that will probably be assembled in this metropolis, and which will exist to many other purposes than an industrial exhibition. But even with regard to them we feel but slight misgivings as to their general behaviour. We do not expect that the "World's" exhibition will be made the pretence of world's insurrection, or a world's conspiracy, or anything studious and outrageous but that there are better grounds for anticipating them than the sentiments of the vast multitude that will probably be assembled in this metropolis, and which will exist to many other purposes than an industrial exhibition. But even with regard to them we feel but slight misgivings as to their general behaviour. We do not

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When he looked at the map of that wonderful country, and considered the advantages offered to mankind by a water communication, the formation of which would be attended by peculiarly difficult difficulties, he called it the "Caledonian Canal." He did feel astonished that up to the present moment so little had been effected. A nation which had so long taken the lead in great enterprises should not be eclipsed upon the greatest, and he urged upon the Royal Geographical Society the propriety of taking up this subject with earnestness and vigor.

Mr. E. HOPKINS concurred with the observations of Captain Fitzroy on the Tehuantepec and Nicaguas lines, and was convinced that many of the objections to the canal, as set forth in the *ATLANTIC*, were erroneous.

New York, October 31, 1850.

SHIPPING.

BRITISH AND NORTH AMERICAN MAIL.—The British mail ship *Monarch* left Liverpool on Saturday for Boston, and between Boston and Liverpool—the Boston ships sailing at 12 p.m., to land and receive mails and passengers. **PEORIA**, Capt. C. G. Clegg. **AMERICA**, Capt. J. W. Harrison. **AMERICA**, Capt. Lettice.

These vessels carry a clear white light at main head, and a small red light at the stern, to be shown from 10 p.m. to 6 a.m. **NIAGARA**, Stone. **ARIZONA**, Capt. J. W. Harrison. **AMERICA**, Capt. Lettice.

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